

(ESTABLISHED 1881.)

光緒三十三年十二月十一晚

MONDAY, JANUARY 16, 1905.

一拜禮

號六十月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Matls.

Intimations.

to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." R. D. Thomas.
 "FATSHAN,"2,260 "....." W. A. Valentine.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,19 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.

S.S. "NANNING,"569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN,"Capt. B. Branch. S.S. "SANUI,"Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"Capt. R. Biers. S.S. "HONGKONG,"Capt. Maxfield.

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

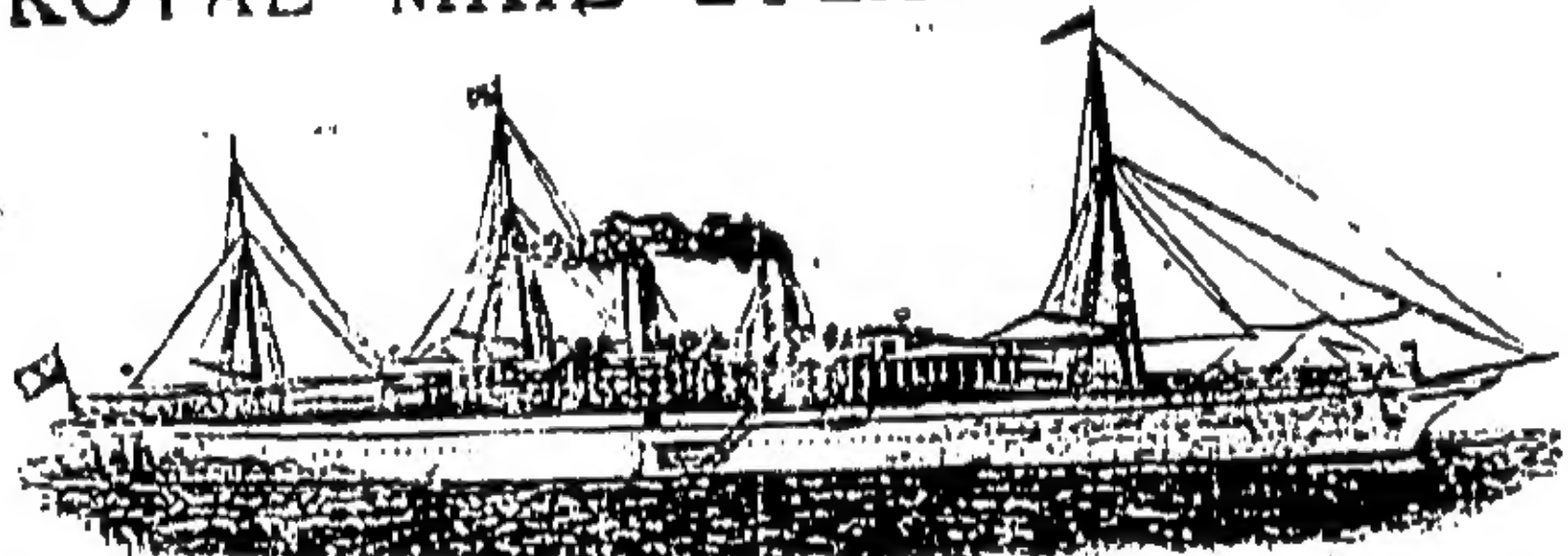
FARES:—Hongkong to Kong Moon.....Single \$6.00.
 Hongkong to Kumchuk.....Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR,"4,425 tons..... WEDNESDAY, 25th January.
 "EMRESS OF JAPAN,"6,000 "..... WEDNESDAY, 8th February.
 "EMRESS OF INDIA,"6,000 "..... WEDNESDAY, 8th March.
 "ATHENIAN,"2,440 "..... WEDNESDAY, 15th March.
 "EMRESS OF CHINA,"6,000 "..... WEDNESDAY, 29th March.
 "EMRESS OF INDIA,"6,000 "..... WEDNESDAY, 19th April.

Hongkong to London, 1st Class.....\$140. 2nd Class.....\$80.
 Hongkong to London, Intermediate on.....\$40.

THE magnificent Twin-screw "EMRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA.....	HAVRE and HAMBURG.	20th January Freight.
Porcelius.....	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA.....	HAVRE and HAMBURG.	27th January Freight.
Hildebrandt.....	(Calling at S'PORE, PENANG & COLOMBO).	
ARCADIA.....	HAVRE and HAMBURG.	7th Feb. Freight.
Förck.....	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA.....	HAVRE and HAMBURG.	21st Feb. Freight.
Filler.....	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA.....	HAVRE and HAMBURG.	7th March. Freight.
Lüning.....	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA.....	HAVRE and HAMBURG.	21st March. Freight and Passengers.
Behrens.....	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 16th January, 1905

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

LERS and WATCHMAKERS.

FASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,

Wilson's Building.

(17)

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [50]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES.

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903. [44]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [59]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

I am now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

a speciality.

Hongkong, 22nd September, 1904. [58]

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAPAN	Second half January	JAVA PORTS	Second half January
TJILATJAP...	JAPAN	Second half February	JAVA PORTS	Second half February
TJIMAH...	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

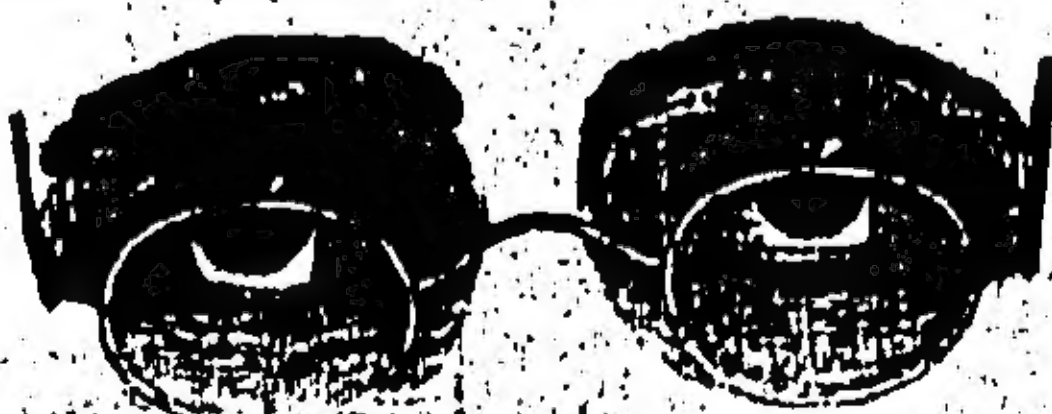
OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 16th January, 1905. [14]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [76]

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [47]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [68]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904. [A]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [57]

Consultation Free.

Hongkong, 30th July, 1904. [66]

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.

KOWLOON.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [72]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 29th April, 1891.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM,

EUROPEAN MANAGEMENT.

ELOIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [32]

Intimation.

WM. POWELL,
LIMITED,
ALEXANDRA BUILDINGS,
Des Voeux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY—
IN ALL THE
LATEST
FASHIONS.

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT.

Houses furnished completely.
Upholstering done by experienced
workmen under European super-
vision on the shortest notice.
Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroid-
ered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Check Flannel, Knitted Woollen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Depart-
ments.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 6th January, 1905.

Intimations.

A. S. WATSON & CO., LIMITED.
Established 1841.
AERATED WATER MANUFACTURERS.
NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Voeux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.
Per Doz.
Soda Water ... \$1.70
Soda Water in Bombay Bottles ... 1.80
Potash Seltzer and B.P. Soda ... 1.80
Lemonade ... 1.80
Tonic Water ... 1.80
Lithia Water ... 1.95
Ginger Ale ... 1.95
Lemon Squash ... 1.95
Raspberrade ... 1.95
Stone Ginger Beer ... 1.95
Hongkong, 28th December, 1904. [139]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.
Per Doz.
Soda Water ... \$1.70
Soda Water in Bombay Bottles ... 1.80
Potash Seltzer and B.P. Soda ... 1.80
Lemonade ... 1.80
Tonic Water ... 1.80
Lithia Water ... 1.95
Ginger Ale ... 1.95
Lemon Squash ... 1.95
Raspberrade ... 1.95
Stone Ginger Beer ... 1.95
Hongkong, 28th December, 1904. [139]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
WATKINS, LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.
Per Doz.
Soda Water ... \$1.70
Soda Water in Bombay Bottles ... 1.80
Potash Seltzer and B.P. Soda ... 1.80
Lemonade ... 1.80
Tonic Water ... 1.80
Lithia Water ... 1.95
Ginger Ale ... 1.95
Lemon Squash ... 1.95
Raspberrade ... 1.95
Stone Ginger Beer ... 1.95
Hongkong, 28th December, 1904. [139]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11.45 o'clock A.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 2.30 P.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER of SHARES of the
Company will be CLOSED from TUESDAY,
the 14th January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the Kowloon Land
and Building Co., Ltd.

Hongkong, 13th January, 1905. [122]

TRADE WITH THE EAST.

BIG POSSIBILITIES FOR QUEENSLAND.

Mr. Forsyth, M.L.A., was seen by a repre-
sentative of the *Britannic Daily Mail* with
respect to the new facilities which Messrs.
Burns, Philp and Co. have decided to give, with
a view to encouraging Queensland trade with
the East. For the past 12 months Messrs.
Burns, Philp and Co. have been running the
steamships *Guthrie* and *Arlene* from Sydney.
These vessels comprise the only direct line
that run between Australia, Singapore, and the
East. The first port of call after leaving
Sydney, under the new arrangement, is
Samarai, in New Guinea. New Britain is then
touched at, and after that German New Guinea.
Port Moresby, in British New Guinea, is the
next port of call, and thence the vessels go to
Thursday Island. A run is then made to the
Dutch East Indies. The island of Banda is
the next place visited, and after that Ambon
is reached. Thence the steamers sail for
Macassar, the principal port of the large island
of Celebes, and from Celebes the steamers go
to Singapore.

If sufficient inducement offers later, Messrs.
Burns, Philp may cause the vessels to call at
Samarang, in Java, Sourabaya, Batavia, and
thence go direct to Singapore. Mr. Forsyth
points out that the North German Lloyd Com-
pany used to run a line of steamers over very
much the same route, but now go to Hongkong
instead. The Burns, Philp steamers are now
the only line covering the route, outlined, and
are prepared to make a reduction in freight for
large shipments. Mr. Forsyth mentioned the
fact that large quantities of South Australian
flour are shipped from Adelaide to Batavia,
from which place the product is distributed
amongst the Dutch East Indies, by the Dutch
East India Company. He thinks that the
Queensland Government should use their best
endeavours to foster trade in these markets.
"It is practically a new market," he says, "to
which, so far, little attention has been paid,
and only small efforts made to secure a very
large business which goes to other states."

The present service is not a regular one,
but the vessels start about every six weeks.
To run a regular service, Mr. Forsyth states
it would be necessary to get a subsidy from
the Federal Government. At the present
time South and West Australia run a line
of vessels direct to Singapore, but the vessels
plying from Sydney afford better facilities for
trading on account of the ports touched at,
which has lately been arranged. Mr. Forsyth
is very favourably impressed with the possi-
bility of Queensland developing her trade
with the East, and thinks there is a big thing
in it.

MR. JONES INTERVIEWED.

The State Commercial Agent for the East,
Mr. Frederic Jones, when seen later on this
matter, said:—

"I have arranged for a conference of the
Queensland members of the Federal Parlia-
ment, who will be visiting Brisbane during the
ensuing holidays, so that I can lay before them
the results of my negotiations with Messrs.
Burns, Philp and Co."

"Freights were my first consideration. At
the rates agreed upon we shall be able to
successfully compete with the Americans, who
at present control the trade with the bulk of
our everyday products. It will be an entirely
new market for Queensland."

"Look at these orders," said Mr. Jones, at
the same time producing a sheet of papers.
Here are introductory lines which I have
successfully placed for butter (canned and bulk),
soap, leather, boots, flour, produce, condensed
milk, hams and bacon, and with ordinary com-
mercial enterprise, I am confident that we can
secure a full share of the large business done
in these lines, right through the Dutch East Indies
and the Straits Settlements.

"The subsidy asked for is a reasonable one,
and in return for the concession, it is stipulated
that Brisbane shall be the headquarters of the
line—that the docking of the steamers shall be
done here, and the stores and coal supplied by
our people. The last two items alone are worth
to us more than our share of the grant."

"Of course the boats now manned by colour-
ed crews will only employ white labour, if we
make satisfactory arrangements. But Messrs.
Burns, Philp and Co. have met me very fairly
at every stage of the negotiations, and I am
confident of a successful issue."

HOT NEEDLES OF SCIATICA.

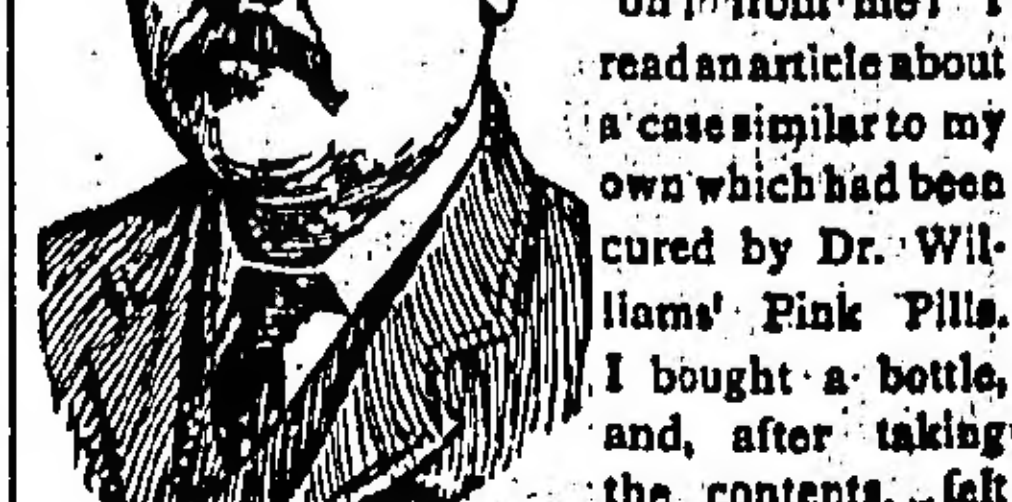
HOW DR. WILLIAMS' PINK PILLS FOR PALE
PEOPLE CURED A BRISTOL MAN.

Sciatica is pain like red hot needles—in the
hip down the back of the thigh, extending to
the knee, and perhaps to the ankle. The
course taken by the pain is often painful to the
touch. Mr. Price, 29 Milk-street, Bristol,
England, suffered for years, on and off, with
this, and from Rheumatism. "So severe were
the pains," said he, "that I could not stand up
nor sit down with comfort."

"Just below the knee-cup the Rheumatism
settled most severely. The pain kept me awake
at night. Life was robbed of all its
pleasures. Pain? I
was one mass of it,
and any movement,
almost brought an
"oh!" from me! I
read an article about
a case similar to my
own which had been
cured by Dr. Wil-
liams' Pink Pills.

I bought a bottle,
and, after taking
the contents, I felt
slightly better.

Some people ex-
pect one bottle to work miracles, and if it
fails, stop. But I bought another bottle, and
when they had gone I felt better in every
sense. I continued, with the result that to-day



MR. NICHOLAS PRICE.

I continued, with the result that to-day

I am better than I have been for years, not
withstanding my age (57)."

Mr. Price's rapid cure was due to the fact
that Dr. Williams' Pink Pills for Pale People
make new and pure blood. The genuine pills
have cured Paralysis, Locomotor Ataxia,
Rheumatism and Sciatica; also diseases arising
from impoverishment of the blood, Scrofula,
Rickets, Consumption, Anemia; Loss of
Appetite, Pains in the Back, and the many
ailments distressing to ladies. These pills are
toxic, not purgative. They are sold by
chemists, and by Dr. Williams' Medicine Co.,
London, at 2s. 6d. a bottle, or six bottles 13s.
9d. Sufferers are invited to write to Dr.
Williams' correspondence department, 46
Holborn-viaduct, London, with description of
symptoms. Particulars of cures and local
testimony can always be supplied. [70]

COMMERCIAL.

FREIGHT.

In their report of 14th inst. Messrs. Lamke
and Rogge state:—

The freight market during the past fortnight
has remained in a firm position and, though
the amount of business transacted is not very
large, prospects continue fair with every
promise of a good spring season. Taking into
consideration the present limited outlet for
tonnage, in consequence of the principal
northern ports being closed and the southern
rice markets not having opened yet, it cannot
be denied that the rates paid for steamers, both
tripwise and on time, are very good ones in
comparison to former years and with the season
further advanced, a vast improvement on the
present state of things is more than probable.

As to Saigon/Hongkong business, Chinese
still content themselves with shipping small
parcels by their own boats and the present
meagre arrivals of new grain do not warrant
taking up full steamers. Apart from that, the
rice is too fresh to be fit for shipment and
chartering will not be in full swing until well
after the Chinese New Year, say in about a
month from date. Closing quotation stands at
15 cents per picul.

Saigon for Java ports, no fresh business has
been reported and as to Saigon/Japan, there
have been inquiries for February/March
delivery without, however, leading up to
anything.

From Saigon to Philippine ports a couple
of fixtures are on record at 32 cents per picul
for Manila and 2 cents better for Cebu. A
limited demand still continues to show itself,
but it is difficult to get hold of the right kind
of steamer and to fit in dates as required.

Bangkok business is at a complete standstill
and, in fact, one of the regular liners might
temporarily be had for other work. Owing to
the approach of the Chinese New Year, all the
mills are gradually stopping work and there
will be no rice for shipment until the latter end
of February. However, as already mentioned
in a former issue, quite an exceptionally large
crop is expected and a fair amount of chartering
is likely to come to pass later on.

From Java to this, there is but little doing
and rates are unchanged and may be quoted
30 cents per picul wet sugar and proportionately
less for dry sugar.

In the North, considering the season of the
year, rates remain firm and advancing for
whatever business there is and future prospects
are very encouraging. Rates from the Yangtze
ports have ruled very steady and there is a con-
tinuous demand, filled to a large extent by
local Co's boats at 27 cand. Wuhu/Chinkiang
to Canton, 26 cand. Wuhu to Swatow, and 30
cand. Wuhu to Chefoo. Towards the end of
the month a new duty will be raised, which for
a time may be detrimental to shipping.

Coal freights have weakened a bit lately.
After a few fixtures in Japan at \$2.25 per ton
for this port, \$2 per ton had to be accepted for
prompt loading, but it is expected that rates
will rally again before long. Moji/Shanghai,
there is a good demand at \$1.90 per-ton,
steamers being wanted for a series of trips.
Japan/Singapore, the market is weak at \$2.30
per ton.

On time basis, a fair amount of chartering
has taken place, both for local and Northern
requirements and full rates have been granted.
A good deal more tonnage is wanted, but not
easy to procure on account of the very high
figures asked by owners.

Sail Freight—No change to report.

Sail-Tonnage loading of 70 to 100 tons. For New
York and Baltimore. British ship *G.O. T. Hay*
arrived 21st December, from Cebu.

Disengaged—Norw. 4m. bark *Prince Robert*
6,654 tons.

Departures—British bark *Anjines* 11th
January, for Anjer.

TO-DAY'S EXCHANGE.

Settling.
London—Bank T.T. ... 111
Do demand ... 111 9/16
Do 4 months' sight ... 111
France—Bank T.T. ... 246
America—Bank T.T. ... 474
Germany—Bank T.T. ... 200
India T.T. ... 146
Do demand ... 146
Shanghai—Bank T.T. ... 718
Japan—Bank T.T. ... 961
Java—Bank T.T. ... 172
Baring.
4 months' sight L/C ... 111 1/2
6 months' sight L/C ... 111 1/2
30 days' sight San Francisco & New York ... 481
4 months' sight do ... 491
30 days' sight Sydney and Melbourne ... 2 1/2
4 months' sight France ... 2 1/2
6 months' sight do ... 2 1/2
Bar Silver ... 47 11/16
Bank of England rate ... 3 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—

Malwa-New ... 1,060
Old ... 1,110
Older ... 1,130
Pina-New ... 1,132
Bunka-New ... 1,080
Persian (Paper) ... 870/900

Intimations.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in
the Company will be held at the Offices of the
Company, 4, George's Building, No. 6, Con-
naught Road, on WEDNESDAY, the 18th
January, 1905, at 11 A.M., for the purpose of
receiving a Statement of Accounts and the Re-
port of the General Managers for the year end-
ing 31st December, 1904, declaring a Dividend
and electing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, the
14th January, until WEDNESDAY, the 18th
January, 1905, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th January, 1905. [118]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on
and after this date interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

YOU—
WANT A SEWING MACHINE.

WE WANT YOUR ORDER.

SINGER MANUFACTURING CO.,
1, WYNDHAM STREET.

Cash or terms for all grades of "SINGERS."
Hongkong, 6th January, 1905. [48]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
in the Orient.

Hongkong, 17th December, 1904. [46]

Notice of Firms.

NOTICE.

THE Interest and Responsibility of the late
JAMES PARK WINGATE (deceased),
in our Firm ceased on 31st December, 1904.

TAIT & Co.
Amoy, 1st January, 1905. [98]

Entertainment.

THEATRE ROYAL,
CITY HALL.

HONGKONG AMATEUR DRAMATIC
CLUB.

"JANE,"
A Farce in 3 Acts, by H. NICHOLLS and
W. LESTOCK, will be produced

ON
SATURDAY, 21st January, 1905.

MONDAY, 23rd " "

SATURDAY, 28th " "

Prices ... \$3, \$2, \$1.

Sailors and Soldiers in uniform half-price to
1st Stalls and Pits.

Booking Office at ROBINSON PIANO CO.,
open on and after Monday, 16th January, from
9 A.M. to 4.30 P.M., 6 ch day.

ARTHUR CHAPMAN,
Business Manager.
Hongkong, 9th January, 1905. [115]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 23rd day of January,
1905, at 3 P.M., at the Offices of the Public Work
Department, by Order of His Excellency the
Governor, of ONE LOT OF CROWN LAND at
Victoria, in the Colony of Hongkong, for a
term of 75 years, with the option of renewal at
a CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry N	LOCALITY.	Measurements.				Contents in Square feet	Annual Rent	Upset Price
			N.	S.E.	N.	S.W.			
Initial Lot No.	1898.	Approximate Garbled Lot No. near Robinson Road.	ft.	ft.	ft.	ft.			
124							14,100	80	4,500

Hongkong, 14th January, 1905.

[136]

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT
MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

Gregory

WINE
AND
SPIRIT-MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co's old premises).

WHITE WINES.

	per case
Graves	9.00
Graves Superieur	11.00
Sauternes	9.00
Sauternes Superieur	11.00
Chateau La Tour de l'ile	18.00
Chablis	18.00
Meursault	25.00
Montrachet	32.50

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 10th December, 1904.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Race Course Road, Singapore, on 7th instant, the wife of JOHN BHEEM of a son, (stillborn).

MARRIAGE.

On the 30th Nov. at the residence of P. J. Stoffers, Esq., Lahat Datu, British North Borneo, by the Rev. W. H. Elton, JOHN C. STODERS of Lahat Datu to ANTOINETTE W. H. de Graaff of Amsterdam.

DEATH.

On 7th Dec. at Laneside House, Gomersall, FREDERICK HENRY STEELE, KINDER aged 5 months, the beloved son of Frederic Thomas and Edith E. Kinder.

WALTER N. VES MOREHOUS, Commissioner of the I. M. Customs, late of Ippa, Macao, died at Florence on the 15th December, 1904, of Bright's disease, in his 57th year. Deeply regretted. North-China papers please copy.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 16, 1905.

A GREAT SHIPPING CONCERN.

The intimate connection which the P. & O. Company has for the last forty years maintained with the Far East, and the commanding position which Sir Thomas Sutherland, the chairman of the company, holds in affairs of international concern, gives an interest and importance to the annual meeting of the concern such as few other meetings enjoy. In the Far East especially it is recognised that the best evidences of general prosperity are to be found in the returns of these shipping companies which carry the balance of trade between this part of the world and Europe. Fortunately, on this occasion, the report submitted by Sir Thomas Sutherland was of an almost uniformly satisfactory character. After referring to the principal items affecting shareholders, the increased tonnage at the service of the company, the loss of the *Australia*, and the new contracts entered into for additional vessels of high cargo capacity, the chairman went on to deal with matters which are of vital interest to residents in the Far East. The attitude of Australia in refusing to enter into mail contracts with companies employing coloured labour may, in the end, it would appear, redound to the advantage of traders in the Far East. For should the protectionist policy of Australia prevail, and the inimical attitude of Australian politicians continue, particularly with regard to over-sea shipping, the P. & O. Company may have to consider the advisability of dispensing altogether with the Australian mail contract, and divert their splendid line of steamers, now running to the Australian colonies, to a direct service between England and China and Japan. In this connection, the words of Sir Thomas Sutherland are most suggestive. He said: "In China and in Japan there is a great opening taking place, and taking place very rapidly. I am by no means sure that the P. & O. would not have a larger field—certainly they would have a more economical field—for their operations in carrying out a direct line with China and Japan than they have at the present moment in connection with the Australian colonies." And at a later stage he again referred to the increasing prosperity in the East. He remarked that as times went the P. & O. had enjoyed a good year, but the new financial year on which they had entered seemed to offer even brighter prospects, for he thought that there were indications of a larger trade not only in India, but also in China, Japan and Australia. He repeatedly returned to this point of the Eastern trade, and made an interesting point. The Company, as most people here will remember, lowered their fares to China and the Far East when the Siberian railway became an accomplished fact. Although the war followed, and the Durbar traffic had vanished, it was not thought necessary to increase the rates. Yet there had been an increase on the returns of £20,000. The question of "conditional contraband" was dealt with in connection with the *Malacca* incident, and it was hoped that the subject would be dealt with at the next Hague Conference. Sir Thomas admitted that a claim had been presented to the Russian Government for the unjustifiable seizure of the *Malacca*—a claim so moderate that he did not think it wise to mention the amount because the shareholders might consider it too moderate. In a thoughtful reference to the advance of Japan in material wealth and strength, the chairman held that no matter how England admired Japan as an ally, they must not lose sight of the fact that Japan has been, and will be, one of the most de-

termined competitors of the commerce of Britain and all Western countries. He cited the single case of lucifer matches—the trade in which had been entirely appropriated by Japan so far as the East was concerned—and maintained that by means of subsidies and bounties, by means of cheap labour, and by a great mineral wealth Japan would strain every nerve to make herself felt in all the commercial markets of the world. As regards the Company outsiders may take it as a sign of progress when we learn that 62,000 tons have been added to the fleet during the year at a cost of £1,700,000; that two new steamers of 8,000 tons each are being built; that the loss of the *Australia* has been written off; and that £500,000 was allowed for depreciation. Those in the East, who have come to look upon the P. & O. steamers as people at home come to look upon suburban trains, who have followed the work of Sir Thomas Sutherland since those early days when he was actively engaged in opening up the East, will recognise that the veteran chairman of the P. & O. has lost none of his virility or grasp of affairs. In a passage that proved extremely effective, he recalled the days, forty years ago, when he was responsible for opening up the first regular steam communication with Japan. Hongkong has reason to remember the labours of Sir Thomas Sutherland, for it was he who was in no small degree responsible for the building of the docks at Hongkong, and to his energy has also to be attributed much that brought about the formation of the Hongkong and Shanghai Banking Corporation—institutions which have each in its own way contributed to the greatness of the port.

LOCAL AND GENERAL.

THE English mail of the 17th December was delivered in London on the 14th inst.

MESSRS. Arnold, Karberg & Co., as agents for the Prince Line of steamers, forward us a calendar for 1905.

INSPECTOR W. Fincher, Sanitary Department, has just returned to this Colony, after twelve months' leave of absence in Australia.

THE successor to Sir William Meigh Goodman as Chief Justice of Hongkong is an enthusiastic golf player besides the author of many works on law and Japan.

CAPTS. P. Peacock, R.M.A., G. F. Muller, and J. Gorver, R.M.L.I., have been appointed as Intelligence Officers at Colombo, Hongkong and Singapore respectively.

THE number of cases of communicable diseases notified as having occurred in the Colony during the week ended 14th inst., was as follows:—plague 3 (fatal), enteric fever 5 (3 fatal), relapsing fever 2, small-pox 7.

H. WEISSMAN, proprietor of the Cafe Weissmann, in Queen's Road, charged his coolie with stealing sixteen eggs, which were found secreted among a basket of rubbish. Mr. Gompertz sent the coolie to three weeks' hard labour, and six hours in the stocks.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 15th January, 1905:

	Library	Museum
Non-Chinese	278	122
Chinese	111	1,688
Total	389	1,810

Li Ka Sui, the captain of the robber band which a short time ago maundered a small town near Canton, terrorizing and robbing the inhabitants, besides murdering some of them, was arrested at the instance of Captain Young of the Canton guard and placed before Mr. Gompertz this morning for extradition. Evidence of the arrest was taken, and the case remanded.

To Pak Fung, an ex-student of Queen's College, has been going about among the poorer natives, representing himself to be a rent-collector, and has induced them to part with various sums of money. He was this morning arraigned at the Magistracy before Mr. Gompertz by Sergeant Watt, on two charges. These were proved and he was sent to four months' hard labour and six hours in the stocks on each charge. He had also to face the further charge of refusing to pay his ricksha-hire, and was fined \$5 or 14 days.

THIS morning Mr. F. A. Hazeland gave his decision in the matter of the application of Mr. Gedge, of Messrs. Johnson, Stokes and Masters' office, for a re-hearing of the case in which the firm of Lutgens Enstmann and Co. was fined \$1,000 on Saturday for importing and landing arms without a licence. His Worship said he would grant a re-hearing, and set the case for this week. Mr. Gedge said that if His Worship would hear him now he could dispose of the case in a few minutes, but His Worship said it was impossible; he would hear the case on the 23rd inst.

TO PUI WING, a shopkeeper, was this morning placed by Inspector Langley before Mr. H. J. Gompertz, at the Magistracy, on three serious charges. The first was the larceny of \$60.00, the property of Lu Yon, of 156, Des Vaux Road, of which sum the said To Pui Wing was bailie; the second was obtaining \$100 by means of false pretences from Ng Yan Po, of 77, Queen's Road West; and the third charge was obtaining \$500 by means of false pretences from Ling Chi Hing, of 15, Bonham Strand, East. The hearing of these charges was remanded for a week.

SAILORS' AND SOLDIERS' HOME.

CONCERT AT THE CITY HALL.

The admirable band of H.I.G.M.S. *First Blenheim* gave a most successful concert of high class music at the City Hall on Saturday evening, in aid of the funds of the Sailors' and Soldiers' Home. Considering the object of the entertainment, and the reputation of the orchestra, which is so ably conducted by Habschobist G. Stolle it is regrettable that there was such a poor attendance, for the performance was probably the very best of the successful series of concerts given in Hongkong under the same auspices. The audience, however, small as it was, had come to listen, and every bar and note was followed with rapt attention.

The programme was as follows:—

PART I.
Overture....."Raymond".....A. Thomas.
Introduction "König Manfred" V. Acl. Keicecko.
Fantasia....."Traviata".....Verdi.
Steinman's Song and Chorus of Sailors.
"Flying Dutchman".....Wagner.
PART II.
Overture....."Don Juan".....Mozart.
(a) "Smart very smart".....Gillet.
(b) Entr'acte....."Mignon".....Thomas.
(Singing-Quartets.)
Grand Fantasia "Lohengrin".....Wagner.
(By Request.)
(a) Marches "Highland Laddie."
"British Grenadiers."
(b) Fehrbelliner Reitermarsch.

Trumpet Fanfare.....Henrietta.
The opening item, with its delicious *leit motif*, was rendered in really exquisite style, as was also the somewhat dirge-like introduction to the fifth act of *Manfred*. In response to the enthusiastic plaudits of the audience, both the fantasia and airs from *Traviata*, and the entr'acte from *Mignon* had to be repeated. The latter, arranged as a string quartette, was treated in the most expressive and appealing manner. It was preceded by a dainty morceau, "Smart very smart" for muted strings, and this proved one of the tibits of the evening. A grand fantasia on *Lohengrin* (By Request) was given with all the vigour and passion the piece demands. The programme concluded with a trumpet fanfare given in regular military fashion. Though novel and striking, there was just a little too much blare. The concert was really a great musical treat, and we hope that the next time the orchestra ventures on the Hongkong concert platform its undoubted merits will meet with a greater share of public recognition.

REFUSING TO TAKE DELIVERY.

INTERESTING CASE.

At the Supreme Court this morning, before the Chief Justice, (Sir Henry S. Berkeley) Mr. H. W. Calthrop (instructed by Messrs. Deacon, Looker and Deacon) proceeded *ex parte*, leave having previously been obtained on behalf of Messrs. Melchers and Company, who claimed damages from the Chang Fung Wing firm, of 282, Queen's Road Central for non-acceptance of goods ordered under contract.

The defendant firm was unrepresented. Mr. Calthrop said there were a large number of contracts entered into between the parties from the 6th March, 1902, down to June 1904. There had been previous dealings with them, and the method was that the broker of the plaintiffs used to go round for orders. The defendants used to give an order, with their chop on it, and then they used to put in the price which they were willing to pay. It was then brought back to the plaintiffs who put their chop on it. Afterwards they saw whether they could sell the goods at that particular price, and if so, the order was returned to the defendants, who chopped it again and the contract was complete. If the goods, upon arrival, were not taken away from the godown within a specified time, included in the contract, the seller was to be at liberty to dispose of the goods, and the buyer was responsible for the difference between the selling and buying price. Notice was always given to the defendants of the arrival of the goods, and that they were lying in the godown, pending acceptance. In most cases, however, it happened that the defendants refused to accept, and kept on delaying, though in the case of some contracts they did take delivery.

Mr. A. W. Lamperski, assistant manager of Messrs. Melchers and Company, was called to prove the system. The contracts produced were signed by the defendants, and had not been carried out. When goods arrived, his firm always notified the defendants by special letter, announcing that they were ready for inspection. Messrs. Melchers had imported for the defendants on these contracts goods to the value of \$8,199.64 which was inclusive of godown and insurance expenses. The goods not being taken delivery of they sent them to be sold by auction, and they realised \$5,135.

Mr. Calthrop said this left a balance due to the plaintiffs of \$3,064.64, which amount they claimed, with costs.

His Lordship entered judgment for the amount claimed with costs.

THE HARBOUR PIRACY.

Wong Hi, Ng Kam, and Kwok Cheung were charged before Mr. Gompertz, at the Magistracy this morning, with boarding the passenger *San Fu Li*, No. S. 860, armed with revolvers, daggers, etc., and there robbing Kwok Shun Chi, the master, of \$1,700.50 in money, and \$139 worth of jewellery, in the waters of this Colony, under circumstances already recorded in these columns. Formal evidence of their arrest having been taken, the men pleaded guilty, when, at the instance of Chief Detective Inspector J. Hanson, the case was remanded for one week.

THEFTS by servants are of daily occurrence, and the necessity for a proper system of registration of servants is becoming evident, says the *S. P. Press*.

SHIPPING JETSAM.

WRECK OF THE S.S. "WORKWIELD."

It is notified in a *Gazette Extraordinary* issued this afternoon that the wreck of the British steamer *Workfield* referred to in Local Notice to Mariners No. 45, now lies in about 15 fathoms at low water spring tides. Cape of Good Hope bearing N 22° W 12 miles. The fore mast showing 18 feet and the main mast 12 feet above water.

The s.s. *Iddah*, which called here for a few coolies on her way to Durban, arrived at the latter port, on the 12th inst. There were two deaths among the coolies en route.

The British steamer *Neptune*, Capt. Henderson, has arrived at Singapore from Cardiff with 4,637 tons of coal consigned to Hongkong. She touched at Durban en route.

The Captain of the German steamer *Manila*, which has arrived at Singapore from Labuan, reports that when he left Labuan the Japanese scouts *Hongkong Maru* and *Nippon Maru* were cruising off that place.

The s.s. *Asot* goes into dock for an outside clearing, on Wednesday, after which she will proceed to Chinwantao for coolies, being followed in a few days by the s.s. *Inkulu*, the last steamer chartered for the run, which will call at Cheloo and Chinwantao.

The collier *Mary* has arrived at Singapore from Barry-in-Furness, and stated she is en route for Bangkok. According to the *Strait Times*, the ship's papers showed that she is bound for Vladivostok, so she has been detained for inquiry and has been denied coal or water.

Captain Berryman, master of the steamer *London Bridge*, which has arrived in Bombay, reports that he was stopped at Gibraltar where his coal was bought by the British fleet. Interviewed by the *Indian Daily News* he says ten other steamers with coal were also stopped, the supply at Gibraltar having apparently run low.

The s.s. *Cranley's* coolies are to be removed to-morrow to the s.s. *Swanley*, which will be used as a temporary isolation station. After completion of the term of quarantine, provided no new cases occur in the meantime, the coolies will be re-transferred to the *Cranley* which will then resume her interrupted voyage to Durban.

The dividends for 1904 of German steamship lines at present are estimated as follows:—Hamburg-American Line, 8—10 per cent.; Nordd.-Lloyd, 6 per cent.; Hamburg-South America Line, 7 per cent.; Kosmos Line, 10 per cent.; Deutsch-Australasia Line, 7—8 per cent.; Deutsch-East Africa Line, per cent.; Deutsch-Levante Line, 4 per cent.; Hansa Line, Bremen, 8—10 per cent.

STOWAWAYS.

Inspector Langley placed thirteen Japanese, nine women and four men, before Mr. Gompertz at the Magistracy, charged with stowing away on the s.s. *Macquarie*, and obtaining passage to this port. They said they obtained the consent of the chief officer and the steward to come here from Moji.—C. W. Elliot, chief officer of the s.s. *Macquarie*, testified to finding the stowaways in various parts of the steamer, the day after they left Moji. One of the men offered to give witness \$50 to let them all go.—St. John George, master of the steamer, stated that the accused had not his sanction to come on board, nor the sanction of anyone on-board with his authority.—His Worship said he understood from the police that the accused were prepared to pay their passages.—Witness said if they would guarantee to pay he would not press the charge.—The case was then remanded, to obtain the evidence of the chief steward.

BRITISH TRADE WITH THE FAR EAST.

A much more satisfactory showing is made by the Board of Trade returns for the month of November than was the case for October, and with regard to the details of our trade with the Far East, it is shown that the quantity of cotton yarn and twist exported to both China and the Straits Settlements that month gives considerable increases as compared with November, 1903. Japan, on the other hand, shows an increase of \$5,900 lbs. For the 12 months a shrinkage is shown all round. Taking the total trade in all kinds of piece goods the figures for China last month were nearly double what they were last year, whilst Japan, the Philippine Islands, the Dutch East Indies, and the Straits Settlements also show good increases. For the 12 months Japan show a shrinkage of 30,673,400 yds., and the Straits Settlements a decrease of 12,022,500 yds., whereas the other countries mentioned all show very good increases, namely—China, 46,421,400 yds.; the Philippine Islands, 23,700 yds.; and the Dutch East Indies 21,349,700 yds. The linen trade with the Philippine Islands has displayed more activity during the month under review, the returns being 35,500 yds., against 19,500 yds., but the figures for the longer period are still a long way behind those recorded for last year. In woollen tissues both China and Japan are doing an increasing business, whilst the exports of worsted tissues to the latter country are also larger. China, however, shows a falling-off in this head for both periods. The value of textile machinery and millwork sent to China shows decreases, both for the month and eleven months, but for Japan good increases are shown. The quantity of old iron and steel for remanufacture exported to China shows appreciable increase for both periods, but the shipments of iron lead were smaller. Under the latter head Japan, it is interesting to note, is making headway, the shipments to that country for the eleven months, amounting to 2,721 tons, against 877 tons last year. Turning to imports, we find that an increased quantity of tea came from China last month, the figures being 1,600, 12 lbs., against 1,262,505 lbs. last year, whilst the figures for the longer period show the good increase of 7,539,008 lbs. Silk shipments from that country last month were \$9,874 lbs. against 25,581 lbs., and for the eleven months 606,828 lbs. against 383,945 lbs. last year. Those of hemp from the Philippine Islands show a considerable falling off for the month, being 979 tons, against 4,093 tons last year, but for the longer period an increase is still apparent. The quantity of sugar which was sent by Java last month shows an increase of 1,419,813 cwt. Shipments of tin from the Straits Settlements also show good increases both for the month and eleven months.

THE DOUBLE MURDER IN HONGKONG.

FURTHER MAGISTERIAL PROCEEDINGS.

This afternoon the case in which the Igor rone, Peguion, is charged with the murder of Cheng Tung, ricksha coolie was resumed before Mr. H. J. Gompertz, Senior Lanoz Babit, President of Igor rone, was sworn in as interpreter. It will be remembered by our readers that this prisoner is the man who was committed for trial for the murder of another Igor rone on board the s.s. *Trenont* in this harbour.

Prisoner pleaded "Not guilty," to the second charge.

Dr. E. A. R. Laing stated that on the 7th inst. he examined the body of Cheng Tung, a Chinaman, aged between 40 and 50 years. The deceased had a stab-wound in the chest, about three inches long, four stab-wounds, an inch and a half long, on the arm, and two stab-wounds in the front of the chest. He died on the 8th inst. Witness made a post mortem examination the same day and found that death was due to internal hemorrhage, brought about by the wounds which might have been caused by the knife produced. Deceased was identified to witness by a constable, and three Chinese had also identified him to Constable T. Sutherland.

Chang Tang, a ricksha coolie in charge of ricksha 324, living at 31 Third Street said that Cheng Tung was a ricksha coolie living in the same house. On the 7th inst. he was with his ricksha near the Wing Chai wharf, and Cheng Tung was next to him. A foreigner went up to deceased and stabbed him on the chest. Witness called for police, and ran away. After he returned a crowd had collected, and he then saw that the prisoner had been arrested by the Chinese constable. The prisoner is the man who stabbed deceased. The man and deceased said nothing. There was no reason why prisoner stabbed deceased. The latter was sitting on the footboard of his ricksha, and did not do anything to prisoner. Witness went to the hospital on the 8th inst., and there saw the body of deceased.

His Worship: You are sure the deceased did nothing to the prisoner?

Witness: No, he did nothing at all.

His Worship: He was sitting next to you?

Witness: No; I was sitting next to him!

Chuen Kam, stated that he was a ricksha coolie living at 31 Third Street. Deceased, Cheng Tung, was his friend and clansman, and they lived in the same house together. This witness then corroborated the last witness in detail. Witness did not see what the prisoner had in his hand, but he saw him make a stab at deceased who then fell down. Before that deceased put out his hand to sign to the prisoner to go away, and the latter went a pace then turned back and stabbed deceased. Deceased did not say one word.

Another coolie living at No. 31 Third Street gave similar testimony, and said that deceased was his uncle. On the 10th inst. P. C. 380 took him to the mortuary to see the dead body of Cheng Tung, and he there identified it to the constable as that of his uncle. He did not witness the stabbing.

P. C. Thomas Sutherland, said that on the 6th inst. at 6 p.m. he was at the junction of Des Vaux Road and Wing Lok Street, when he heard a police whistle blown from the direction of Wing Lok pier. He went and found a crowd there, and in the middle a man jumping about and apparently stabbing at everybody within reach. Witness sprang forward and seized him from behind and they fell over, witness falling on top. He then felt his leg being cut, and he twisted prisoner's wrist and caused him to drop his knife. The Chinese constable picked up the knife. An Indian then came up and they held the prisoner, each by a wrist. He then saw a ricksha-coolie lying on his back over his ricksha, covered with blood, and insensible. He then took prisoner to the Central Police Station and handed him over. The man in the dock was the man who struggled with him. On the 9th inst. he took the three first witnesses to the mortuary and they identified the body to witness, as Cheng Tung. Previously he identified the body to Dr. Laing as that of the man he had sent to hospital. Witness could not swear that the knife produced was the one that the prisoner dropped, but he believed it to be so.

His Worship: But this is the evidence of the Chinese Constable.

Witness: Yes, I see that by the papers, but it is really part of my evidence.

His Worship: You mean that the Chinese constable's evidence is all imagination?

Witness: Yes.

His Worship: Then he said what he would have liked to have done! After giving that evidence I commended the constable for his gallant conduct, and now it appears the credit was due elsewhere.

Constable Ingham then testified to searching the prisoner, and finding on him the second knife produced. Prisoner was disguised in the Chinese clothes produced, consisting of a long coat and three jackets and the trousers he was still wearing. The clothes were dry then.

Gopalram Kham, Indian constable 359, corroborated P.C. Sutherland, regarding his struggle with the deceased, and prisoner was ultimately committed for trial.

SHIPPING AND MAILS.

MAILS DUE.

American (*Gaelic*) 18th inst.
Canadian (*Empress of India*) 18th inst.
German (*Zieten*) 19th inst.
Indian (*Sutong*) 25th inst.

The s.s. *Zieten* with the German Mail of 20th ult. left Singapore on 14th inst., at 9 a.m., and may be expected here on 19th inst.

The P. M. S. Co.'s s.s. *Siberia* with mails, &c., left Shanghai for this port on 14th inst., at 4 p.m., and is due here on 16th inst., at 6 p.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 5.30 a.m., on 15th inst., and left again at 3 p.m., same day, for Hongkong where she is due to arrive at 8 a.m., on 18th inst.

TELEGRAMS.

[Reuter's.]

The Supplementary Baltic Squadron.

LONDON, 13th January.
Admiral Botrovsky's squadron will leave Suez to-day.

LATER.

Admiral Botrovsky's squadron has left Suez.

The United States Steamship Subsidies.

The Commerce Committee of the Senate has increased the maximum subsidies, reported in the telegram of the 8th instant, to £80,000 for a monthly, and £160,000 for a fortnightly service from the Pacific coast to China, Japan and the Philippines.

Russia and China.

Russia has sent a circular to the Powers complaining of China's violations of neutrality since the war began, and claiming the right to act in accordance with her own interests in the matter of the neutrality of China.

Mr. Balfour on British Army and Navy Reform.

Mr. Balfour, speaking at Glasgow, dwelt on the achievements of the Government in the direction of Army and Navy reform; he said that the real problem of the British army arose at the point where there was a possibility of it, alone, coming into conflict with a great military empire; the problem of the Army was the problem of the defence of Afghanistan; the changes in the War Office would enable us to intervene more effectively in any contest on the north-west frontier of India; moreover, under the strong grasp of Lord Kitchener the forces in India were being reorganised so as to add enormously to their efficiency without a material addition to the numerical strength of the Army. The new field gun was the most powerful in the world.

The result of the naval changes was, that the fighting power of the fleet during the first twenty-four hours of hostilities had been augmented threefold.

Russian Activity.

14th January.

The whole of the Russian cavalry, recently formed into one enormous force under General Mischchenko, is displaying considerable activity; a detachment has damaged the railway between Nanchang and Anshan-chuan, and between Yingkow and Tashichiao, on the Japanese line of communications.

[According to a Japanese Consular telegram printed in our columns on Saturday the damage to the railroad was immediately repaired.—Ed., H.K.T.]

Russian Finances.

The Russian Minister of Finance has issued a Budget statement. The estimated expenditure for 1905 shows a decrease of 65,500,000 roubles as compared with 1904, the decrease is chiefly in the Departments of Finance and Communications. Roubles 10,000,000 have been assigned to doubling the Siberian railway and roubles 1,800,000 for extra expenditure on the Trans-Baikal line. Everything is calculated to strengthen confidence in the finances of Russia, whose monetary system and national economy are unshaken after eleven months of war.

SUMATRA AND BORNEO TOBACCO.

Members of the tobacco trade are to be brought in closer touch with each other by the publication of a quarterly review which is to provide the Colonies not only with the trade news of the home country, but of their sister Colonies and dependencies, and of foreign countries. The first number of the journal, the *Tobacco Colonial Quarterly*, reaches us from the editorial and publishing offices at Mount Station Buildings, London, and from a sheaf of valuable interesting, we clip, the following items, which should be of interest to many of our readers:—

The statistics for the 1903 crop of tobacco from Sumatra and Borneo are now to hand. Perhaps the most noticeable feature of the general situation is that although the crop is the largest on record, exceeding last year's by between 6 and 7 per cent, not one bale of leaf remains unsold. This fact, coupled with the firmness shown at all the autumn sales, and with an advance of about 8 per cent. in the price of the Sumatra crop, and of about 18 per cent. in that of the Borneo crop, points to a very large increase in consumption, and augurs well for next season.

The British Deli and Langkat Tobacco Company, Ltd., sold 5,069 bales at an average of 80 cents, or 15.4d, against 5,040 bales or 76 cents, or 15.3d, for last year; and the Serdang Tabak Maatschappij realised 68 cents, or 15.1d, for 4,783 bales, against 66 cents, or 15.1d, for 4,920 bales. The Sumatra Tobacco Plantations Company, Ltd., sold 823 bales at 57 cents, or 11.5d, against 648 bales, with an average of 69 cents, or 15.3d. This company, it will be remembered, sold its estate this year to a Dutch company.

When we come to Borneo, England shows as great a pre-eminence as does Holland in Sumatra. Three English companies account for about five-sixths of the entire Borneo crop. First in point of quantity comes the New London Borneo Tobacco Company, Limited, with 6,995 bales, sold at an average of 57 cents, or 11.5d, against a crop of 5,285 bales and an average of 53 cents, or 10.7d, for last year.

SATURDAY'S SPORT.

CRICKET.

Following are the scores in some of the matches played on Saturday:—
H.K.C.C.—Sub-Lt. B. Row, R.N., b Lumsden 35, T. E. Pearce, b Lumsden 9, C. H. Macky, not out 71, Com. Bentinck, R.N., b Herton 16, Capt. P. G. Davies, A.O.D., b Walter Dixon 5, H. Hancock (capt.), b Herton 18, Major Chichester, C.S.O., b Herton 9, R. E. O. Bird, not out 17, Extras 11, Total 182.
Com. T. Shelford, R.N., E. H. Morrell and W. Daniel did not bat (innings declared 182).

Kowloon.—Lt. P. N. Heath, c H. Hancock, b Pearce 47; G. Lightfoot, b Bird 1; Lieut. Airy, 114th M., c Bird, b Morrell 0; Lt. Lumsden, R.N. (capt.), c sub, b Chichester 72; Capt. Smith, A.D.C., not out 29; Walter Dixon, c Chichester, b Davies 0; Lt. Duncan, R.A., not out 1; Extras 10; Total 160.
Parkes, Butcher, Lt. Doran, A.S.C., and Herton did not bat.

H.K.C.C. "A."—H. R. Wells, b Crump 0, E. A. Fowler, b Crump 0, A. Mackenzie, c Rivers, b Traynor 0, C. Olliffe, b Crump 0, J. Hooper, c Thomas, b Crump 0, F. H. Kew, b Traynor 3, Dr. Horley, c Traynor, b Crump 6, F. C. Gray, c Marriott, b Crump 2, F. J. Gipson, c and b Traynor 0, Spencer, not out 5, Extras 7, Total 23.

33rd Co. R.G.A.—Br. Rivers, c Wells, b Gipson 5, Br. Oliver, b Gipson 3, Br. Johnson, c Sub, b Fowler 13, Br. Crofts, b Gipson 9, Gr. Crump, b Gipson 4, C. S. M. Thomas, b Horley 8, Sgt. Marriott, b Gipson 7, Sgt. Miller, b Horley 5, Cpl. Bush, c Hooper, b Gipson 0, Sgt. Longbottom, not out 17, Sgt. Traynor, c Olliffe, b Gipson 4, Extras 16, Total 91.

H. K. P. R. C. and XI.—McHardy, b Brett 3, Cooper, c Craig, b Brett 0, Mackay, b Brett 7, Wilkins, b Brett 0, Hutchison, b Andrews 5, Baker, run out c Andrews 2, Routledge, b Brett 2, Grant, run out, b Brett 0, Parr, c Brett, b Andrews 1, Lee, not out, Walker, c Brett, b Goldsmith 6, Extras 5, Total 32.

Civil Service and XI.—Andrews, b Cooper 19, Hoggarth, leg before, b Mackay 11, Robins, b Mackay 25, Craig, b McHardy 26, L. E. Brett, b Cooper 0, Smith, c Parr, b Mackay 3, Brown, b Cooper 19, Goldsmith, not out 13, Gast, b MacHardy 0, Allen, run out 17, Extras 13, Total 146.

Police.—Pitt, c Tibburn, b Whites 0, Winter, c Smith, b Meldrum, 1 Edward, c Ogle, b Chesney 63, Kent, c Tibburn, b Meldrum 9, Lander, b Chesney 48 Langley, c and b Ogle 0, Shepard, b Chesney 0, Waterer, not out 12, Clyde, not out 2, Extras 15, Total 150.
Fowler and Kerr did not bat.

R.E.—Smith, c Pitt, b Kerr 10, Meldrum, b Kent 23, Chesney, c Clyde, b Shepard 14, Tillman, c Fowler, b Kerr 2, Ogle, c Pitt, b Shepard 4, Whites, not out 16, Glasbrook, b Kent 0, Calderbank, leg before, b Shepard 7, Woodroffe, not out 12, Extras 1, Total 89. Shirley did not bat.

R.A.M.C.—Lt. Harvey, c Kinnaird, b Pestonjee 70, Wilson, c Basa, b Brown 10, Lt. Rankin, c Brown, b Pestonjee 0, Major Sparkes, c Lammert, b Ford 1, Seale, b Pestonjee 2, Lt. Craig, b Pestonjee 9, Major Hepenstall, c Pestonji, b Lammert 4, Johnson, b Basa, b Lammert 0, Edwards, not out 1, Gilchrist, b Pestonjee 1, Snitters, b Basa, b Lammert 4; Extras 15, Total 117.

Craigengower, C. C.—J. D. Kinnaird, b Rankin 75, A. O. Brown, c Sparkes, b Harvey 26, L. E. Lammert, c Craig, b Harvey 1, R. Pestonji, c Hepenstall, b Rankin 0, R. Basa, c Gilchrist, b Rankin 8, L. A. Rose, not out 16 Extras 5, Total for 5 wickets 131.

M. E. Asger, E. S. Ford, J. L. Stuart, Leo d'Almada Castro and E. Rosa, did not bat.

FOOTBALL.

The following have been chosen to play for the Club in the Rugby match against H.M.S. Ocean at Happy Valley on Tuesday, 17th inst., 4.45 p.m.:—Back:—J. A. F. Bourchier; Three quarters:—A. S. Kempthorne, G. D. Bateman, Lieut. Hanney and S. O. Else; Halves:—J. Clark and H. Soper; Forwards:—Lieut. Rankin, Lieut. Duncan, Lieut. Holden, N. P. Dudley, J. Hannon, D. B. Murray, H. G. C. Bailey and A. F. Chard.

The following are the brief results of matches played on Saturday:—

H.K.F.C. 1 goal:—Taikoo F.C. 1 goal.
Naval Yard 4—V.R.C. 1.
West Kents 1—R.E.'s nil.
A.O.C. 1—Y.M.C.A. nil.

YACHTING.

THE GOVERNOR'S CUP.

The second race in connection with the Governor's Cup, for English rigged Royal Hongkong Yacht Club cruisers, was sailed on Saturday over a 22-mile course with the following result:—

Yacht.	H. M. S.
Haidee	5 31 45
Rita	5 56 0
Thistle	5 59 45

THE COMMODORE'S CUP.

Chinese rigged cruisers started over the same course as the English rigged cruisers fifteen minutes later, racing for the Royal Hongkong Yacht Club Commodore's (Hon. Mr. F. H. May, C.M.G.) Cup. The result was as follows:—

Yacht.	H. M. S.
Australian	6 4 33
The Snipe	6 48 15
Taney	7 0 0

THE VICE-COMMODORE'S CUP.

This (Royal Hongkong Yacht Club) race was sailed on Sunday the result being as follows:—

Yacht.	H. M. S.	Corrected.
Mit	4 29 5	4 18 5
Fishpel	4 30 45	4 28 45
Dione	4 31 10	scratch
Kathleen	4 35 25	4 24 25
Allen	4 38 5	4 34 5
Colleen	4 39 5	4 28 5
Chanticleer	4 39 15	4 23 15
Bonito	4 44 40	4 33 40
Vernon	4 44 50	scratch.
Arta	4 45 13	4 32 13

Gloria ... 4 47 20 ... 4 33 20
Alannah ... 4 57 0 ... 4 50 0
Payne ... 5 3 5 ... 4 41 5

CORINTHIAN YACHT CLUB.

This promising club has come rapidly to the front, and on Saturday the opening cruise took place, and the first race was decided over a course of 8½ miles. The result was as follows:—

Gael (sailed by Mr. McIver), ... 1.
Nind (Mr. E. M. Hazeland), ... 2.
Ashore (Mr. J. Hard), ... 3.

POLO.

At a special meeting of the Hongkong Polo Club, held at the Club Pavilion, Causeway Bay, on Saturday. Capt. Nugent, (Hon. Secretary) announced that Government had refused the Club's application for an extension of ground to the east, on account of the great (about \$1,000) expenditure which would be necessary to clear the ground.—The question of allowing ladies to play golf on the Polo ground on off days was then discussed. It was unanimously decided that such permission be refused.

With respect to the proposal to confine games to China ponies, it was decided that after the closing of the ground in June next all tournament matches be played on those ponies; that the present other mounts (waters and country breeds) now in use be allowed in ordinary games and friendly matches. This decision is to be wired to regiments coming to Hongkong in the immediate future.

NAVAL NOTES.

HEALTH OF THE NAVY.

The number of cases of disease and illness in the Royal Navy for the whole of 1903 shows a decrease 29.56 per 1,000. The total number of cases of all kinds, and embracing the whole 12 months are necessarily large (any one man having been perhaps medically attended several times during that period). These cases for that year were 831.57 per thousand. Invaliding has happily fallen to a lower figure. The ratio of the total force was 24.03 per 1,000, a decrease of 5.93 as compared with 1902. The death rate is also most favourable to be compared with 1902 and shows a decrease of 1.73 per 1,000. The total deaths for the Royal Navy during 1903 was 4.19 per thousand, which is the lowest for the last 37 years. Only two wounds received in action, one of which proved fatal, were recorded, both being at Durbo in Italian Somaliland. They were landed to punish a native Chief for the shooting of an Italian Lieut. During the action Lieut. Gaunt C.M.G., R.N., who commanded the force, was shot through the thigh and a marine killed by a shot through the head. The health returns are briefly as follows:—3 cases of small-pox as against 14 in 1902; 15 per thousand were due to enteric fever (a slight increase). The total of deaths were, however, 7 less than the previous year. The China Station reports to cases of plague, some of which were fatal. There was one case of cholera. The Mediterranean Station had the lowest sick rate. There were 17,295 cases of wounds and injuries and 129 deaths as compared with 16,389 wounds and 225 deaths for 1902. The fatal cases were:—Burns and scaldings 7, heat and sunstrokes 6; injuries 23; suffocation from submersion 75; choking with food 2, poisonous gases 2, local injuries accounted for 15,605 cases and 16 men, committed suicide. On the whole the report is extremely satisfactory.

MATTERS OF COUSINE.

A Special Committee is trying to devise a means of improving naval cookery. By the new ration system, Jack gets a greater variety of food, though no better method of preparing it has been introduced. In some foreign navies bread is baked aboard ship. Only two of our men-of-war—the Swiftsure and the Triumph—have bakeries, and in both of these ships experiments are now being conducted with a view to finding out whether it is possible to provide a ship's company with a regular supply of fresh bread. Sailors like "soft tack" much better than they do sea biscuit, and though the bread produced in the ovens of the Swiftsure and the Triumph might not please a fastidious palate, the men are delighted with it. Whilst Army cooking has improved immensely, that of the Navy remains as imperfect as ever. Nor can there be any change for the better until the preparation of the men's food is left to experts instead of to the cooks of the messes, who are hauling on a tackle one hour and preparing a dinner the next.

In conversation with Baron Suyematsu (writes a correspondent) at his flat in Westminster, what may be succinctly called the Japanese point of view was admirably summed up by his answer to a remark I made. We were discussing the supply of British coal to the enemy of our Far Eastern "ally" (although, of course, the alliance is conditional, and is effective only under certain circumstances which have yet to happen), and I pointed out to the Baron that it was only fair to draw some distinction between what a nation might do, through its Government, and what the individuals composing it do. Are we on the West too metaphysical and casuistically subtle for the rising sons of the honourable East? It would appear so, for the Baron shook his head, and "did not understand things that way." He quietly remarked that in Japan, the sense of duty towards the State and the nation was so strong that the individual merchant would be quite ready to sacrifice his personal profit, and would certainly do so, rather than the State should be compromised in any way. The Baron did not wish to say that there were no Japanese who might fall below this high standard, but, speaking generally, he maintained it was true of the people at large and that they would not really understand those who looked at the question from any other standpoint. Still, he observed, he did not wish to emphasise the matter as nothing would please Russia better than friction between Japan and England.

"SHELL" TRANSPORT REPORT.

On the 14th ult., the report of that important concern, the "Shell" Transport and Trading Company, reminds the shareholders that in the document issued to them in September last the figures for 1902 were then assessed as over-estimated to the extent of £11,295. All differences in the accounts of that year have been merged in the accounts now presented as for 1903, the profits of which are diminished to the extent that those of 1902 benefited. Including the amount brought forward from 1902 there stands to the credit of profit and loss account £339,330. After deduction of management expenses, dividend on Preference shares, allocation of £84,000 as provision for depreciation on steamers and installations, writing £10,000 from the cost and expenses of the Preference shares issue, and writing £2,500 from American expenses, the amount carried to the balance sheet is £158,851. After providing for the dividend paid at the beginning of this year the carry-forward is £58,851. It is satisfactory to learn that the production of the Borneo Fields makes progress. But the "Shell" Transport Company is so mixed up with other enterprises that it is most difficult to arrive at its trade position. No doubt Sir Marcus Samuel will give some clear exposition of the position at the meeting on the 22nd inst., says the city correspondent of a London exchange. The report leaves upon one the impression that some time must elapse before the Ordinary shares will be in receipt of a dividend.

BRITISH NORTH BORNEO.

Standing quite recently at about half a guinea, the shares of the British North Borneo Company have risen half a crown upon the diamondiferous discovery recently made. Had such an event taken place in connection with a Kaffir mine, it is not difficult to imagine a five-shillings rise or so; but the market in British North Borneo, unlike that for British South Africa, is comparatively limited, and the public hardly speculate at all in them. After the company's dinner the other night, there came intelligence of a typhoon having wrought destruction upon part of the British North Borneo properties, so that the news about the diamonds arrives at an opportune moment so far as shareholders are concerned. The company has First and Second Debentures, both quoted in the Stock Exchange, the first of which rarely come to market; but dealings in all the issues are, as already mentioned, comparatively limited. In time to come the shares may well turn out a fair speculative investment.—Ex.

As recorded in these columns, the shareholders of the British North Borneo Company were recently told a remarkable tale about a discovery of diamonds to their territory. Sir Charles Jessel, the chairman, told them that on 16th May last a gentleman wrote a letter. Since leaving British North Borneo many years ago some discoveries which I made are always flashing through my mind, and not knowing how to make use of them, may as well let the company have the benefit of them. After leaving Kimberley I went to Borneo, where I was engaged by Mr. van der Horst to survey his tobacco estate on the Labuk River, and it is there that I found real diamondiferous ground. It is identical to the Kimberley blue clay, with all the pieces of carbon and burnt garnets in it. SAMPLES FROM BORNEO.

In this letter, said the chairman, was a rough pen-and-ink plan of the Labuk River, showing the hills to which he referred as the diamondiferous ground identical to that of the Kimberley mines. Although sceptical, concluded the chairman, the officials of the company saw the gentleman, and as a result, instructions were sent to Borneo for an examination of the place, and requesting samples to be sent to London. Samples had arrived only a few days ago, and it had been pronounced true blue ground, and identical with that from which the diamonds are extracted in South Africa. The samples were in the hands of an expert at present—more than that he could not say. A piece of rock was handed to the shareholders and examined with interest.

PROBABLY INFERROR.

A representative of a home paper, who inquired of several diamond brokers in Haifa, was told that on the limited information supplied by Sir Charles Jessel little importance could be attached to the discovery. Even if the new field were found to be valuable, said a representative of Messrs. J. Cohen and Sons, "it would not affect the price of diamonds in the open market, which is controlled so absolutely by the De Beers ring. Borneo is quite unknown as a diamond producer, and I think it will be found that the kind of diamonds now discovered are similar to the small inferior stones produced in Australia and British Guinea, which are generally too hard to pay for the cutting."

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 16th at 11.25 a.m. The barometer has fallen slightly over and around the Eastern Sea, and has risen elsewhere.

Gradients are slight upon all the coasts of China and light NE. monsoon will prevail both in the Formosa Channel and in the China Sea. Forecast:—Moderate E. to NE. winds, cloudy, fair.

The tariff reformers have resolved to provide themselves with a club. The preparations for its establishment have been going on for some time, and it will be opened in handsome premises in Piccadilly early in the new year. There should be no difficulty in obtaining plenty of members for the club, and its social distractions will afford some relief from the monotony of the fiscal controversy. It is hoped at home that all tariff reformers who remain members of certain Liberal clubs, though their views are inconsistent with the principles on which these institutions have been provided, will betake themselves to the new club.

LAND SALE.

This afternoon, at the offices of the Public Works Department, one lot of Crown land at Tai Hang village, Hongkong, was let by auction for a term of 75 years, with the option of renewal at a Crown rent to be fixed by the surveyor to His Majesty the King for a further period of 75 years. This lot is registered as Inland Lot No. 164, contains an area of 7,250 square feet, and carries an annual Government rent of \$24. The upset price was \$1,350, and it was knocked down for \$1,370, to Mr. Cheng Wa Kwan. There was no competition.

Today's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF COLIN BUCHANAN, LATE OF SHANGHAI, IN THE EMPIRE OF CHINA, MARINE ENGINEER, Deceased.

NOTICE is hereby given that The Honourable the Chief Justice has, in virtue of Section 38 of Ordinance No. 2 of 1897, made an Order limiting to the 16th day of April, 1905, as the time for CREDITORS to send in their CLAIMS against the estate of COLIN BUCHANAN, late of Shanghai, in the Empire of China, Marine Engineer, who died on the 7th day of July, 1902, at Foochow, in the Empire of China, and Probate of whose Will was granted by His Britannic Majesty's Supreme Court for China and Corea at Shanghai on the 10th day of October, 1902, to ROBERT BUCHANAN MAUGHAN, one of the Executors named in the said Will, and which Probate has been re-sealed by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 4th day of January, 1905.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Undersigned prior to the said 16th day of April, 1905, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 16th day of January, 1905.
JOHNSON, STOKES & MASTER,
8, Des Voeux Road Central,
Hongkong,
Solicitors for the said Executor.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

FRIDAY,

the 20th January, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS ARTICLES, Comprising:—
HATS, BOOTS, FIELD GLASSES, SEWING MACHINES, BILLIARD BALLS, GOLD and SILVER WATCHES, LOCKETS, MUSICAL and SURGICAL INSTRUMENTS, &c., &c.;
ALSO
A quantity of HOUSEHOLD and OFFICE FURNITURE;

AND
One IRON SAFE by CHURCH'S.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th January, 1905. [142]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 18th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 16th January, 1905. [139]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"
Capt. G. M. Montford, R.N.R., carrying H.M. Majesty's Mails, will be despatched from the BOMBAY, on SATURDAY, the 28th January, at Noon, taking Passengers and Cargo on the above Ports in connection with the Company's S.S. India, 7,611 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valerian, all Cargo for France and Tea for London (under arrangement) to be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Calcutta, due in London on the 11th March, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 16th January, 1905.

Today's Advertisement.

TO LET.

4-ROOMED HOUSE in GRANVILLE AVENUE, KOWLOON, Rent \$45 and Taxes.

Apply—

"A. S. T."

10, D'Aguilar Street, (before 5 P.M.)
Hongkong, 16th January, 1905. [141]

Intimations.

HIGH EXCHANGE.

WE WOULD BE WILLING TO GIVE THE BUYING PUBLIC THE BENEFIT OF THE HIGH RATE OF EXCHANGE RULING AT PRESENT, WERE IT NOT THAT, BEING A NEW FIRM, WE ARE ALREADY DOING IT, HAVING FIXED OUR PRICES AT

TWO SHILLINGS

TO THE DOLLAR.

STILL, IN ORDER TO MAKE OUR QUALITIES KNOWN (AND BEING A NEW FIRM, WE WANT AS MANY PEOPLE AS POSSIBLE TO KNOW THEM), IF YOU SEND US YOUR ORDER ACCOMPANIED BY CASH AND COUPON BELOW, WE SHALL GRANT YOU A CASH DISCOUNT OF

10 PER CENT

ON OUR PRICES.

THIS OFFER IS LIMITED FOR ONE WEEK TO THE READERS OF THIS PAPER.

GREGOR & Co.,
WINE MERCHANTS,
34, Queen

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT, MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"IDOMENEUS"	21st January.
GLASGOW AND LIVERPOOL	"TYDEUS"	24th January.
GLASGOW AND LIVERPOOL	"PAKLING"	25th January.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	31st January.

S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., via Saigon, and is expected to arrive here on the 21st.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"HECTOR"	19th January, noon.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"CLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUMAN"	17th January.
SHANGHAI	"FOOCHOW"	17th "
MANILA	"TAMING"	17th "
YOKOHAMA AND KOBE	"TSINAN"	18th "
SHANGHAI	"TIENTSIN"	19th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	23rd "
CEBU AND ILOILO	"SUNGKIANG"	24th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily, qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, "
"ARAGONIA"	5,108	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES, 48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" Tons 1,300... J. P. MARTIN, Captain
"KWONG TUNG" Tons 1,238... H. W. WALKER, Captain
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4
Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class...\$3.00 for Single Journey.
2nd " " 1.50
Meals " " 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 215, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " " \$3.00, " " \$5.00
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAT"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1.50; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

TIPPIN and DINNER may be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$5 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZEE" 25th Jan., 1905.

"SATSUMA" 10th Feb., "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 14th January, 1905.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN"

Capt. F. von Binzer, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 14th January, 1905.

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., AND SEATTLE,

WASH., via SHANGHAI, MOJI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"IYO MARU"

Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 8th February, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HAMBURG AND LONDON.

THE Steamship

"DENBIGHSHIRE"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 12th January, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW,

Agents.

Hongkong, 11th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Britannia*.
From Calcutta, ex S.S. *Borneo*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th January, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Persta*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th January, 1905.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

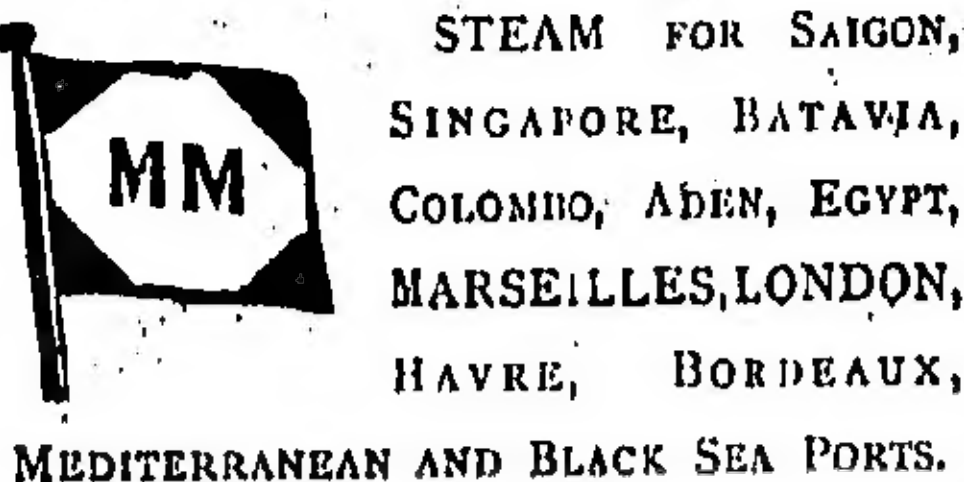
CONSIGNEES of Cargo from London ex S.S. *Danube*, from Havre ex S.S. *Danube*, and from Bordeaux ex S.S. *Cambria*, *Ville de Lorient* and *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



The S.S. "AUSTRALIEN."

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 7th February.
S.S. *POLYNESIE*... 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,666	T. W. Garlick.	Ab. Jan. 19
<i>Lyra</i>	4,417	G. V. Williams	" Feb. 9
<i>Pletides</i>	3,753	F. G. Purington	" Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 9th January, 1905.

Intimations.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VUEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 and 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [1398]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS.

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd December, 1904. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."
Hongkong, 28th December, 1904. [1394]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 6th January, 1905. [104]

TO LET.

No. 3, CHANCERY LANE.

5-ROOM HOUSE, immediate possession.
Rent \$80 and Taxes.

Apply to—

SUNG YUK LEUNG,
Chinese Club.
Hongkong, 13th January, 1905. [130]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	5 1/2 % \$710 buyers London 7/4
National Bank of China, Limited.....	99,925	£7	£7	\$1,400,000 \$1,739	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$38 sales
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 % \$250 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$11,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,779,288	\$2,078,997	\$35 for 1903	5 % \$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$200,000	\$186,284	\$12 for 1903	8 % \$150 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 % \$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,779,288	\$371,110	\$22 1/2 for 1902.....	6 1/2 % \$340 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	6 % \$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$150,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 % \$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$205,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 % \$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$400,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378.....	4 1/2 % \$124 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 % Tls. 50 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 % Tls. 48 sellers
"Shell" Transport and Trading Company, Limited.....	10,000	£1	£1	\$400,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 5) for 1904	4 % 25/-
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts. }	3 1/2 % \$38
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,133	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 % \$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 % Tls. 30 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 % Tls. 60 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	6 % Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$67,203	50 cents making G \$1 for 1904
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,552	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 % \$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,389	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 % \$104 1/2 old buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$250,000	\$505,471	First year	7 1/2 % \$102 new buyers
Howarth Erskine, Limited	13,000	\$100	\$100	\$60,000	...	\$6 dividend and \$2 bonus for first half- year 1904	7 1/2 % \$203 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 % \$27 sellers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$49,936	\$12 for 1903	6 1/2 % \$190 sellers
Do. (Preference)	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	{ \$10 div. and \$2 1/2 bonus } for 1903	8 % Tls. 152 1/2 buyers
S. C. Farnham, Boyd & Co., Limited	31,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 5 interim for 1904/5	8 1/2 % Tls. 128 sales
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	3 1/2 % \$350 sales
Tanjong Pagar Dock Company, Limited	27,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for first half year 1904	5 1/2 % Tls. 167 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 % Tls. 148 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 % Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 % \$142 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 % \$1,6 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 % Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$9,177	90 cents for 1903	7 1/2 % \$12 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 % \$38 1/2
Shanghai Land Investment							